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MISCELLANY.

Correspondence of the N. Y. Journal of Commerce.

Springfield, (Mass.,) *October*, 1840.

I omitted to mention in my last letter, describing the late change in the construction of the musket, that the cost of the musket constructed upon the new model would probably exceed that of the old about two dollars. It will be some weeks before this is ascertained with precision. They were manufactured before at $11 70 each.

The remaining subject of interest which occupied my attention at the public works here, was the process of fabrication. The iron used (which is malleable) is obtained for the most part from the Salisbury mines in Connecticut. It comes in bars 3 3-4 inches wide, 3-4 of an inch thick, and 8 or 10 feet long, the length not being material. The stock is manufactured from black walnut, obtained in Pennsylvania. It is purchased roughly sawed somewhat in the shape of a musket. The steel, and many tools used in the workshops, are purchased chiefly in the city of New York.

From these materials the musket is fabricated, each part, even to a screw, being made at the works. Many of the tools and much of the machinery are also made there, as old ones decay, or as improvements are suggested. Most of the work upon the stock is done by means of water power, and it comes from the machinery nearly ready to be united with the barrel. Your readers being more familiar with work of this nature than with the construction of the barrel, I have deemed it best to omit any particular description of it, though the process is interesting.

The bar of iron is taken to the forging shop, and it is cut into clumps or pieces, weighing ten pounds and a half, called scalps. Each scalp is designed for a barrel, to weigh four pounds two ounces and a half, to which weight it is reduced in the process of manufacture. It has been ascertained that a less quantity than ten and a half pounds of iron, at the outset, cannot be used with safety, inasmuch as a smaller quantity cannot be welded truly. The weight of the iron to be cut from the bar is ascertained by immersing the end of it in a vessel of certain dimensions, filled to a particular point with water. The bar is lowered till the water rises to the top of the vessel, and the water-line thus marked upon the bar indicates the quantity wanted, and by that line the scalp is cut.

The principle of this mode of measurement is simply this: that the iron of this manufacture being of uniform density, the same quantity of surface will always produce the same weight. The scalp is cut between the blades of an immense pair of shears, driven by water power, and is severed from the bar as easily as a lady may cut a thread. The piece cut off is about a foot long, and it is then laid with others in a furnace and heated to a white heat, and immediately passed between the rollers of a rolling-mill, (which are also driven by water power,) and drawn out to the length of thirty-six inches; the width remains the same. This forms what is called the barrel plate. The length of the barrel, when finished, is forty-two inches, to which the barrel plate is extended in the future work.

It next goes into the welding shop, where it is heated to a white heat in two minutes and a half, and then laid upon a concave die or anvil, when, with a trip-hammer, it is curved longitudinally, the edges being turned up the whole length and hammered thin.

The trip-hammer is a huge one, and driven by water power, and strikes seven hundred times in a minute. It can be applied or withheld from operation with great ease. A mandril or cylindrical rod, about half an inch in diameter, is then laid in the curve of the barrel plate, one side of which is turned over and hammered upon the rod, and the other lapped over that about an inch. The part overlapping is to be united firmly to the other by a process called welding. This is to be done by heating it again to a white heat, and placing it upon the die or anvil, and welding it together around the rod. By means of the trip-hammer, the work is done in sections of seven or eight inches at a time. It is thirteen times heated, and as often held under the trip-hammer, before the edges of the barrel plate are firmly welded together, and each time it receives about fifty blows. The room in which the welding is done presents a very animated appearance as you look upon the sparks flying from a dozen anvils, and hear the tremendous blows of the trip-hammer, and observe the workmen moving briskly in their work. So intense is the heat, which is produced by a bellows driven by water power, that in one minute and three-quarters the white heat is reproduced, and in two minutes the iron would melt. The English firebrick last only seven or eight days in the furnace. In this stage, the article first assumes the name of a barrel, the tube of which is much smaller than the intended bore. So firmly is it united, that the eye cannot distinguish where it was done. The operation of welding has increased the length of the barrel to forty-three inches. The barrels (the rods being removed) are now laid into iron pans and heated to a red heat, to be annealed, which most of your readers well know to be designed for softening the iron, and producing equality in its parts, so that it may be more easily worked. The application of gradual heat evens it. It remains in the pans about twenty-four hours. Were it not for this process, any hard places in the iron would take off the point of a chisel in the subsequent work.

The barrels are ready for rough boring, and they are taken into the shop, and each barrel is fastened in an iron frame lying horizontally, and a circular-twisted auger, nine-sixteenths of an inch in diameter, is *drawn* through the bore; another auger of eleven-sixteenths is then drawn through, and, in the process, about two ounces of the bore is removed. The auger is worked by water power, and makes about twelve hundred turns a minute; about fifteen minutes are consumed in the process.

The rough boring being accomplished, the barrels are now ready for a finer process.

A square auger, moved also by water power, is now drawn through them four or five times. The auger cuts light; to accomplish which a small strip of soft wood is passed through with the auger, which occasions it to yield.

The interior of the barrel being bright and tolerably smooth, it is held up to the light for the purpose of detecting any irregularities, (these are easily discovered by the eye,) and it is then straightened, a hammer being employed in the work, with which blows are struck on the exterior.

These were formerly detected by running a line, made of hair, through the barrel, drawn tight, and by this guage the surface was measured; but the other process is more simple and effectual. In holding the barrel up to the light, a range is taken with one of the pieces of the window-sash which divides the panes of glass perpendicularly, and the shade from this being thrown into the barrel. it is the line of shade which discloses an irregularity. Wherever the line is crooked, the barrel at the point needs straightening.

This completes the *first* boring, as it is called, designed to take out the metal rapidly.

The next workmen conduct the second boring, designed to smooth the bore. The work is done with augers, which revolve only fifty or sixty times in a minute; they are passed through two or three times, removing about half an ounce of metal, and the barrel again undergoes straightening with blows from a hammer.

The barrel has already been inspected, occasionally, by officers whose sole duty it is to inspect the work.

It is now carried to the milling shop, the machinery of which is also driven by water power, and here the end of the barrel is cut off to within the sixteenth of an inch of its proper length, which is forty-two inches; the overplus is left to prevent injury from jams, and is subsequently removed by the same process. The end is milled off slowly, one or two minutes being consumed in doing it. The workman who attends to this, bores the lower end of the barrel for tapping, *i. e.*, for forming the thread to hold the screw of the breech. The counter boring extends ab ut an inch into the barrel, and is made the one-eighth of an inch wider than the residue of the bore, and into this, when the thread is formed, the screw of the breech is inserted.

The barrel is now ready to be turned on the exterior, which is done by fastening it so that it is held horizontally in machinery, and the barrel is then turned against a chisel, the force being still water. It takes about fifteen minutes to turn it, and in the process two pounds of the metal are taken off. The machine into which the barrel is fastened guides it against the chisel its whole length, except at the breech, and stops itself.

The barrel then goes into a second machine, which turns the breech in an oval and flat shape with the same movement. Now, for the first time, guages are applied to the barrel by the inspector, to ascertain its size, the guage being the precise shape of the groove of the stock at the place where it receives the barrel, the stock being in turn guaged by an instrument of the precise shape of the barrel; if the barrel does not fit the guage, it is turned until this is accomplished.

This work crooks the barrel more or less, and it again undergoes the process of straightening, and is once more inspected. Another workman, in the milling shop, now takes the barrel and mills the muzzle for the bayonet-socket; here the work becomes careful, inasmuch as there is no subsequent alteration of it in this part.

In order to fit the bayonet properly, the barrel at the muzzle is made to taper less than the hundredth part of an inch in two inches and a half. It is brought into the shape by milling off the exterior so as to fit nicely the guages, which are formed by the socket of the bayonet, three guages being used in the work. The muzzle is passed through a die driven by machinery and containing cutting edges, and as it passes through the metal is milled off.

The barrel next goes into the grinding shop, where about two ounces are taken from the exterior; whilst this is being done, guages are applied to every eight inches of the work. The stones in the shop are six feet in diameter, and are driven with water power, and revolve about three hundred times a minute.—Some time ago, one of these huge stones, whilst moving at great speed, broke into many fragments, which were thrown with great violence through the floor into the milling shop above; fortunately the workmen were then out. The walls are two feet thick, and are battered so as to be unfit for use. Formerly, much of the work was done with the grindstone; but the use of it has lately been dispensed with, in a great degree, and milling substituted in its place. The other process fills the room with fine particles of dust from the barrel, which is inhaled with injury by the men, who, during work, are compelled to sit over the stone. Few of those who worked at this occupation ten years ago are now alive. Milling, on the contrary, is performed without injury by the most slender men. The barrels, after being ground, are again subjected to inspection, and from six to eight per cent. are usually condemned for defects now disclosed. They are also weighed; and if the weight be less than four pounds five ounces, they are rejected. Those of less weight cannot get through the subsequent work.

They next go into a shop where a spot or small place is cut on the muzzle, to braze on the stud which holds the bayonet. After the stud is brazed on, the barrel is taken to the borer, to be straightened and bored again nearly to the finish size, about three-eighths of an ounce only being left to be subsequently removed. They are now examined again, and removed to the proof-house, where they undergo a severe test.

The powder used in proving the barrel must be strong enough to project a twenty-four pound shot, held by a large wadding, three hundred yards from an Eprouvette or proving instrument. The first proof of the barrel is made with a charge of one-eighteenth of a pound of powder, and the second with a charge of one-twenty-second, and balls of fifteen to a pound, held with treble or quadruple the quantity of wadding necessary in ordinary use. They are proved in a stoutly built "log cabin."

The barrels, about forty in number, when loaded with this charge, are laid in horizontal trenches about an inch apart, and pointing towards a bank of clay; a train of powder is then poured over the breach covering the vent or touch-hole of each musket, and it is continued outside of the building where it is fired. About two of every forty barrels are burst in the operation, and the balls are every one torn to pieces in the clay.

The barrels are now inspected to see what flaws appear, and four or five per cent. are condemned for bad materials or shape.

The breech is next screwed in, and it undergoes the process of milling, guages being applied in the work; and the stud is also milled, and the barrel sent to the filer, so that he may adjust the breech to his receiving jig, which it must exactly fit. The receiving jig corresponds with that part of the stock where the breech falls in. Some one else is preparing the stock for the breech.

The barrels are again inspected, and examined carefully, and marked U. S., and with characters signifying that they are approved.

A cylindrical hole is now drilled into the barrel with machinery, for a more perfect vent or touch-hole, and this is punched into a conical shape, the punch being used to give the surrounding iron more firmness than it would have if the hole were drilled into the same form. The surface raised by the process of punching is next filed off, and the tang of the breech is then drilled, through which the cross-pin or tang-screw passes, to screw the stock to the breech.

Now they are unbreeched, and the borer and straightener takes them again.

The next process is that of polishing; and for this purpose the barrels are secured in machinery, and they are run up and down, like the piston of a steam engine, through a material which polishes the exterior; about three-fourths of an ounce of metal is taken off in the process. They pass up and down two thousand times in twenty minutes.

They are again slightly bored and straightened, and again polished longitudinally, the motion being also rotary, to make their surface entirely round.

The borer and straightener again receives them, to remove any slight imperfections; after this they are again inspected, (plugs being applied to the bore, and other guaging instruments being used,) and the barrels are weighed. The weight should now be four pounds two ounces and a half, exclusive of the breech. One ounce is allowed for variation.

The barrel being ready to go into the stock, is sent to the stocking room, where large quantities of the several parts of the musket are collected, and here the union of the several parts takes place.

After this happens, the master armorer tries them with the flint, and gives them a final inspection; marks them with his stamp, and they are then stored away.

About one hundred thousand now stand in stocks, and sixty thousand are packed in boxes in the arsenal. The rejected barrels are sold at auction, and *they are purchased by gunsmiths, to work up into cheap muskets and fowling-pieces.* There are twenty thousand on hand, which are presently to be sold.

The scraps made in the work are thrown into the furnace, and about eighty tons of iron are made from them annually. With this iron, part of the locks and the mountings, &c., are made, the iron being run into the shape most convenient for the use intended.

Four furnaces are kept in action: two for making iron from scraps, and two for rolling.

It would be curious to ascertain the work upon each separate part of the musket, and how minute the divisions of labor are; but I have consumed too much time already. The filing of the lock plate, even, is divided into four parts, performed by different individuals. Some idea may be formed of it from the general division of superintendence and labor.

The officers consist of 1 superintendent, Colonel Robb, (who was a lieutenant at the battle of New Orleans, and afterwards chief clerk of the War Department,) 1 master armorer, Mr. Thomas Warner, (who has been thirty years in the establishment, and who with great politeness accompanied me over the works,) 1 paymaster, 4 clerks, 9 inspectors, and 250 men, divided among 2 machinists, 6 barrel forgers, 7 lock forgers, 4 bayonet forgers, 2 ramrod forgers, 10 mounting forgers, 4 trip-hammer men, 22 assistant forgers, 1 annealer, 9 borers, 8 turners and drillers, 8 grinders, 4 barrel straighteners, 38 lock filers, 24 mounting filers, 9 polishers, 29 stockers, 7 barrel finishers, 7 lock finishers, 13 arm finishers, and 36 jobbers, to wit: 3 smiths, 4 filers, 6 carpenters, and 23 laborers.

The work is said to be of a very superior kind, the perfection attained having been reached by long experience, and the employment of the most skilful and sagacious men; the employment here being preferred, owing to the regularity of the work and the pay, and the various circumstances which make Springfield attractive as a residence. The men are seldom changed.

I was pleased with a circumstance related to me, to show how steadiness was aimed at. One workman, skilful in other respects, could not file his work straight, inasmuch as his arm described a rocking motion, which the file represented on the work. In order, however, to secure him in the armory, the work to be filed was screwed in a vice, which rocked with the arm, and thus the work was done properly. This little device saved the man from idleness, (for filing had become almost his sole occupation,) and was useful in exhibiting to the laborers the spirit of the institution towards them.

It was creditable to the ingenuity and kind disposition of the master armorer, Thomas Warner.

Yours, &c., G. B. B.

SCHOOL ROOM ON BOARD SHIP.

Extracted from "Around the World."

I propose to introduce the reader to the school-room, which I regard as one of the curiosities of the ship, although it is seldom an interesting attraction on shore. It is past two bells—that is, nine o'clock, A. M.—quarters are over, and the canvass screen hooked up to include the space between two aft guns on the half deck, which is allotted for the school. Within are two schools kept in operation, one for the young gentlemen, and the other for twelve or fourteen rude apprentice boys, placed under the care of Finch, a bookish sailor, who was formerly the ship's lawyer, and prior to that, as the galley story goes, a missionary in the Pacific. The six or eight midshipmen are seated on campstools around a crazy table, more than half cut and broken, and shaking to pieces whenever there comes a lurch of the ship or a heavy swell. A part of these young gentlemen had refused to attend school at all where the noisy, indecent apprentices were; but of those present, two or three are writing letters or journals, others reading novels or drawing, while the remainder are restless and impatient, or half dosing over the worn but unstudied pages of Bowditch.

"Is there any need," says one, "of studying all this geometry in Bowditch?" "Certainly," says the teacher, "and it were better for you to study a complete course of geometry." "But I cant fix my mind to such dry stuff in a wet noisy place as this; besides I have got to muster my division, and fill out my quarter bill directly, so I must now quit at any rate." Directly another breaks out in the same strain, "Well, it's no use, I can't study here; but I know how to keep the dead reckoning, and I can take the meridian altitude, and work chronometer sights already; and isn't that all I need to get excepting to work a lunar, sir?" "Why I presume you know nothing of the principles involved in those problems. Perhaps you cannot even tell me the difference between the azimuth and the amplitude of the sun; nor what is meant by the arithmetic complement of any number?" "No sir, I cannot." "Do you understand the difference between Mercator's and middle latitude sailing?"—"I think I understand it, though I can't exactly explain it. But I can learn all these things better on shore at the naval school." So this student also escapes to seek a pleasanter company. Directly a messenger comes in inquiring for Mr. R. "What now?" says Mr. R. "The officer of the deck wants you, sir," and Mr. R. goes. Thus they successively disperse.

But let us take a look at the apprentices. They are huddled up in one corner, squatting upon the deck in a little circle about Finch. The latter stands erect in the placid dignity of the pedant, deep and dull, grave without thought, overflowing though not full. Boy Berard is standing at his elbow, with his slate thrust nearly against Finch's nose, while he is gravely pronouncing a laughable word for little Jack, who has waggishly spelt it aloud as if ignorant how to put it together. The slate, however, against Finch's face, diverts his notice from the laugh occasioned by Jack's joke. "Put that slate down, you dirty puppy, or I'll put *your* head down, and if you stick any thing in my face again when I'm talking," "Well, may I do it when you aint talking, Finch?"

"Hold your tongue, sir, or I'll report you and make you kiss the gunner's daughter, and marry her too before long." "Where is the gunner's daughter, Finch? I'd like to see her now," says Sullivan. "Come here, Sullivan, and stand up there, alone." "Well, I say Finch, I wish you'd look at this sum." "What is it about? It's in fractions, isn't it? Now do you know what a fraction is?" "No, sir."—"Boys! can't one of ye tell Berard what a fraction is?" "No," says one; "I can't," says another; "I never hearn o' such a thing," says a third. "Well keep silence all of ye, and I'll explain it, so that you can answer better next time."

As Finch was thus preluding a short lecture in fractions, a part of the boys were setting their eyes upon Finch with fixed attention, while their hands were busy in pinching their neighbors, or making paper-balls; and Sullivan, who was ordered before to stand behind the speaker, was playing all kinds of mimicry and grimaces to amuse the company. Finch proceeds in his peculiarly formal and nasal manner: "You know boys that fractions is of two sorts: there is in the first place, the vulgar fraction, which I may have spoken to some of ye about before. It is so called, you know, because it *is* vulgar; which means *precisely* the same thing as the word common; that is to say, the vulgar fraction is the vulgar or common way of using a fraction with a denominator, written below the line." Small white paper-balls were flying about, and one hit Finch on the hand. "You better stop your mischief now, or I'll be into some of you," said Finch, and all became as still as a church again for the remainder of the lecture. "Now I'll go on," says Finch. "I've told you about the vulgar fraction; then there is the *decimal* fraction, which is by no means vulgar, you know, or in common use—although, as the *lit-e-rat-i* would say, it is a *de side ratum* that the decimal fraction should be the common one." Here Finch was again interrupted by Berard poking at his elbow with his slate. "I don't care any thing about the plague fraction," said Berard. "I want to know how you do this, Finch. If it takes twenty thousand bricks to build a New York chimney, what will it take to build a whole house? That's what I want to know." "Go and sit down!" said Finch, "and find it out, you young scavenger. If you don't know any thing about fractions, you know how to be *fractious*—that's certain. But all you are fit for, is to swing on a New York gate, and *loaf* all day, and then be a supernumerary in a theatre—that's what you'd like I know." "May'nt I go to the scuttle-butt, Finch?" balls out Hickey. "I'm in a hurry—can't wait Finch." "Well, go along then." "By jiminy," says Davis, suddenly shutting up a book that he was reading, and slapping it on the table, "by jiminy, that Mr. Crusoe was the greatest man that ever lived." Davis was a marine, about eighteen years of age, of strong natural powers, but never cultivated, having just learned how to read. "What are you talking about there, Davis?" said Finch. "About Mr. Crusoe, sir." "But who was he?" "Who was he? Why he was the greatest man I ever heard on; he was shipwrecked on an island called Juan something or other, and he was there alone, as naked and beggarly as the first man that came into the world; but he did more, and made more out of nothing, than half the world can do with plenty of tools." "Ah," says Finch, breaking in upon Davis's pleasant delusion, with a display of his erudition, "that story to which you allude, is supposed by scholars to be a fictitious production. It is said, and I think *myself* that it was made up by a man called *De Foe*. But it is supposed that he had a true story to start with, concerning one Alexander Selkirk, who it is supposed was really shipwrecked somewhere on that island, and probably he knew something about those parts. Now Mr. De Foe took the account from Mr. Selkirk, and arranged it into somewhat of a consecutive shape, and called it Robinson Crusoe; but it is, however, supposed to be a fiction." "Now Finch? you are a cursed old fool," said Davis; "you see I've just read that book, and it's written by Mr. Crusoe himself, every word of it, and it's all true, there's no supposed in it." "I say," cries Jack, "It's seven bells; Finch, don't you hear it? ding dong! ding dong! ding dong, ding! Shall we all go now?" "Yes, but mind and not take the slates with ye for foot-balls, you careless devils." "Just look out at that port, Finch," said Holaday, as he snatched a sheet of paper to draw on; "by George there's a whale, I seed him spout." "You fool," said Finch, not knowing the boy had gained his object, and was out of hearing, "that's a porpoise: don't you know a whale from a porpoise yet, and have been in a man-o'-war at sea these four months?"

Thus passed the school hours in the first part of the cruise, presenting one of the many curious scenes, of more interest to the reader, constantly occuring in different parts of the ship.

Doubling Cape Horn.—The following graphic account of doubling Cape Horn we copy from a letter from an officer of the United States ship Constitution, dated the 9th of January last.

"While doubling Cape Horn, we experienced a tremendous gale. For twenty-two days it blew with awful violence, and snowed, and rained, and hailed, almost incessantly. Occasionally there would be a cessation of the gale, and the sun would shine out clear and beautiful; but this was only the precursor of more gales, blacker clouds, and if possible more tremendous seas. One can hardly form an idea of the power and sublimity of a storm at sea, who has not experienced one. You must hear the howling of the wind—the incessant roar of the ocean, and behold the mountain waves, appearing as if they would swallow the ship—at one moment lifted upon the monstrous waves, and then pitched headlong into the trough of the ocean—the waves breaking over the decks, the masts cracking, the vessel groaning, and hear the hoarse trumpet as the orders are given—in order to realize it. Nearly all the time, during the height of the storm, we lay to under storm stay-sails. All the higher masts were sent on deck with the yards and sails, leaving the ship with only her main and top masts, in order that as little surface as possible might be exposed to the wind. The most wearying thing during a storm, is the pitching and rolling of the ship, which you must be constantly guarded against, or you may be killed at any moment. A number of the midshipmen were injured by being precipitated down the cock-pit hatch. One night a large mahogany table came tumbling down, and deposited itself, legs up, alongside my cot. Camp stools and chairs went dancing about, as if possessed of life.

"But the most amusing occurrence during a gale, is the eating, or rather the manner in which it is performed. The table being lashed, and the plates and dishes placed upon it, we sit down to dine. Now on shore it is a perfectly easy thing to eat your dinner, and if hungry, quite agreeable. But suppose some one should get under your table, and suddenly raise one side up so high as to form an angle of nearly forty-five degrees with the walls of the room, and another standing behind, jerk your chair from under you, sending you sliding away on hands and feet to leeward, while your neighbor, who may, by holding on to the table, maintain his seat, gets the contents of the soup tureen in his lap; and then after picking up the fragments of the broken dishes, and reseating yourself at the table, you have time to eat a moment, and the same operation is repeated. You would not, I am sure, think this a very agreeable way of dining.

Some of my messmates secured themselves at table, by holding on to life lines, which are cords secured to the beams overhead, which was the only way of maintaining a fixed position. When the carterer, who presides at the table, finds a sea coming, which can be known by the motion of the ship, he sings out 'hold on to the potatoes' 'take care of that soup,' 'look out for the dishes,' or whatever may be on the table, and each one secures what he can; but notwithstanding all our precaution, we lost most of our crockery. The ship was much strained, in consequence of her rolling in the trough of the sea, and her mast loosened, but we did not sustain any serious damage."—*N. Y. Com. Advertiser.*

Foreign Miscellany.

THE RECENT FIRES AT THE DOCK-YARD.—We gave, in our last, an account of the discovery of a fire on board the Camperdown, in Sherness dock-yard. The fire, it will be recollected, was discovered by Hr. Henty, the ship's carpenter. On Saturday morning week, three men, named Wright, Britt, and Grigg, were arrested; but next day (for the inquiry was pursued on Sunday) they were liberated, and Mr. Henty himself was arrested. The suspicion is, that he set the Camperdown on fire in order to obtain credit for discovering it and extinguishing it before any great damage was done, with a view to promotion. He was remanded till Thursday, on which day the depositions of the witnesses against him were read. They establishing a strong case of suspicion, he was again remanded for a week, in order that fresh evidence and a model of the Camperdown might be procured. Henty has been twelve or fourteen years in the navy, and was regarded as a very respectable man. No certain conclusion respecting the origin of the fire in Devonport dock-yard has been arrived at. It is useless to enumerate the extravagant reports which have been circulated and contradicted. On Wednesday evening some convicts employed in clearing the Minden discovered a heap of chips and shavings in the forepeak laid crosswise on each other, as if for the purpose of being set on fire; but the circumstance is said to have been innocently accounted for. On Friday night, however, a quantity of oakum, shavings, candle-ends, and other combustible materials was found in the St. George, a ship which was launched in August, on the ballast near the keelson. One of the candles had a white wick, whereas the candles served out in the navy have red wicks. The carpenter of the St. George, who had reported the vessel safe at an earlier hour on Friday evening, said that some water having found its way into the bottom of the vessel, the refuse matter discovered was taken by his direction from among the limbers and placed on the ballast as perfectly harmless. Another discovery, similar to that on board the St. George, was made on Monday night, on board the Canopus. A bucket of tar was found by the police on the lower deck; and four sheets of tarred paper and a quantity of oakum in the fore cock-pit. The ship had been reported "clean" a short time before. The only parties at present suspected of setting fire to the Talavera are two foreigners, said to be Frenchmen, who were seen in Plymouth and Devonport before and up to the time of the conflagration, but have not since been heard of. The police are now in search of them. It is remarked that the Talavera was burning from stem to stern immediately after the fire was discovered.—*United Service Gazette.*

THE FIRE AT DEVONPORT.—Taking the amount of loss sustained in Devonport at the moderate calculation of a quarter of a million, and we believe this will be found rather under than over the mark, the country is at once saddled with an annual expense, *for ever*, of £12,000—that being the interest of the sum to be made good, at the rate of five per cent.; and what is the set off? Why, an annual saving of £45! Yes, the nation gains £45 by the dismissal of one watchman, but loses £12,500 by the destruction of her vessels of war and her naval defences.—*Liverpool Standard.*

COMPARATIVE RETURN OF THE EFFECTIVE FORCE OF THE CREWS OF FRENCH SHIPS OF WAR DURING PEACE AND WAR, AS FIXED BY ROYAL ORDINANCE.—The *Toulonnais*, of the 30th Sept., publishes the following comparative return of the effective force of the crews of French vessels of war, placed on the peace and war footing, agreeably to the royal ordinance of the 1st of May, 1832:—

	Peace.	War.
Ships of 120 guns	852 men,	1,089 men.
Ships of 100 guns	759	916
Ships of 90 guns	672	811
Ships of 82 guns	563	678
Frigates of 60 guns	444	513
Frigates of 52 guns	380	441
Frigates of 46 guns	270	327
Corvettes of 32 guns	203	229
Corvettes of 28 guns	175	207
Corvettes of 24 guns	149	166
Corvettes avisos of 16 guns	100	110
Brigs of 20 guns	102	113
Brigs of 18 guns	98	107
Brigs of 16 guns	95	101
Brigs avisos of 14 guns	86	92
Transport corvt's of 800 tons	110	115
Tenders of 400 to 500 tons	87	97
Brigs of 8 and 10 guns	64	72
Brig gunboats of 8 guns	50	50
Schooners of 6 to 8 guns	53	59
Tenders of 350 to 400 tons	69	76
Tenders of 250 to 350 tons	60	67
Tenders of 200 tons & under	43	43

HER MAJESTY'S SHIP DRUID, 44.—The crew of this ship excites considerable attention in the China seas. They are all picked men, and almost the finest set of fellows in the English fleet. To maintain a character correspondent with the designation of the ship, they are dressed as druidically as may be, with fine flowing beards, sweeping, in many cases, down almost to the waist. They had been actively practised, about the beginning of May, near Macao, in the use of heavy guns on shore, the firing being so arranged that the round shot could be recovered after the exercise was over.

Several of the mandarins ventured to examine the shot thus discharged. They took up the cannon balls and carefully weighed them with their hands, and so far as could be judged from the shaking of their heads, and the dismay pictured in their faces, seemed to consider them as very formidable missiles indeed, which they would much rather examine in their quiescent, than encounter in their projectile condition. —*United Service Gazette.*

IMPROVEMENT IN SHIP-BUILDING.—The Roseanna, a new ship lately built by Mr. Jackson, at the South Shore, is the first vessel ever entirely fitted with iron lower-deck beams. They are remarkable for their strength and neatness, and, above all, give additional room for stowage, equivalent to twelve inches depth of hold. It is by such practical combinations of wood and iron that we may expect to compete with other nations more highly favored with ship-building; and we advise every man who takes an interest in "the wooden walls," to go and judge for himself. The Roseanna lies at the southwest corner of the Brunswick dock.—*Ibid.*

British war steamers.—The numerous steamers which trade between the port of London and various places could be made available for the purposes of war at a very short notice, and if only one-third of the steam-ships belonging to the river Thames were armed, and provided with ammunition, in the event of hostilities commencing, a powerful fleet could be sent against the enemy, while their captains and crews, from their knowledge of the English, Dutch, and French coasts, the channel, &c., would be very serviceable. The admiralty have had their attention drawn to this, and have been recently making inquiries into the condition of the steam-vessels, and their capabilities for war, from which it appears that the various companies, without any interruption to their general trade, could provide fifty steam-vessels of from 200 to 1200 tons burden, which, in three weeks, could be converted into men-of-war. The General Steam Navigation Company have the largest fleet of steamers of any trading community in Europe, amounting in all to forty sail, and among them are many splendid vessels, including the Monarch, equal to any steam-ship in her Majesty's service; the Clarence, Giraffe, Ocean, Neptune, Britannia, Countess of Lonsdale, Attwood, Soho, and others, which could easily be converted into war-steamers, and make a very formidable display. We believe the General Steam Navigation Company have intimated to the Government that they could provide them with a dozen large steam-ships on an emergency, and from this it will be seen that the port of London alone, independent of Liverpool, Hull, Glasgow, and other places, could furnish steam-vessels sufficient for the navy, if Great Britain should be called upon to defend herself against foreign aggression.—*London Morning Herald.*

Duel at Orleans.—A singular duel was fought on the 27th at Orleans. An old soldier of the garrison and a substitute having quarrelled, resolved to settle the difference with the sword; and, to prevent interruption, got into a boat, and went to a bank in the middle of the Loire, above the town, which is clear when the water is low, but covered at flood. Here, within view of crowds assembled on the banks and the bridge, they set to with their sabres, and fought till the first soldier was disabled by a wound in the wrist.—*London paper.*

During the last ten days the recruiting, for the navy in the metropolis and along shore, which had been previously very languid, has been pretty brisk, upwards of sixty volunteers having been enrolled. Good seamen, however, decline to enter, in consequence of the low rate of wages.—*United Service Gazette, Oct.* 10.

MILITARY MAXIMS OF NAPOLEON.

XLII. Fenquière says, that we should never wait for the enemy in the lines of circumvallation, but that we should go out and attack him. He is in error. There is no authority in war without exception; and it would be dangerous to proscribe the principle of awaiting the enemy within the lines of circumvallation.

XLIII. Those who proscribe lines of circumvallation, and all the assistance which the science of the engineer can afford, deprive themselves gratuitously of an auxiliary which is never injurious, almost always useful, and often indispensable. It must be admitted at the same time, that the principles of field fortification require improvement. This important branch of the art of war has made no progress since the time of the ancients. It is even inferior at this day to what it was two thousand years ago. Engineer officers should be encouraged in bringing this branch of their art to perfection, and in placing it upon a level with the rest.

From Col. Napier's History of the Peninsular war, Vol. VI.

Wellington and Napoleon compared.—The Duke of Wellington's campaigns furnish lessons for Generals of all nations, but they must always be peculiarly models for British commanders in future continental wars, because he modified and reconciled the great principles of art, with the peculiar difficulties which attend Generals controlled by politicians, who, depending upon private intrigue, prefer parliamentary to national interests. An English commander must not trust his fortune. He dare not risk much, however conscious he may be of personal resources, when one disaster will be his ruin at home. His measures must, therefore, be subordinate to this primary consideration. Lord Wellington's caution, springing from that source, has led friends and foes alike into wrong conclusions as to his system of war. The French call it want of enterprise, timidity; the English have denominated it the Fabian system. These are mere phrases. His system was the same as that of all great Generals. He held his army in hand, keeping it with unmitigated labor always in a fit state to march or to fight; and thus prepared, he acted indifferently, as occasion offered, on the offensive or defensive, displaying in both a complete mastery of his art. Sometimes he was indebted to his natural genius, but always to his untiring industry, for he was emphatically a pains-taking man.

That he was less vast in his designs, less daring in execution, neither so rapid nor so original a commander as Napoleon, must be admitted; and being later in the field of glory, it is to be presumed that he learned something of the art from that greatest of all masters; yet, something besides the difference of genius must be allowed for the difference of situation. Napoleon was never, even in his first campaign of Italy, so harassed by the French as Wellington was by the English, Spanish, and Portuguese Governments. Their systems of war were, however, alike in principle, their operations being necessarily modified by their different political positions. Great bodily exertion, unceasing watchfulness, exact combinations to protect their flanks and communications without scattering their forces, these were common to both. In defence, firm, cool, enduring; in attack, fierce and obstinate; daring when daring was politic, but always operating by the flanks in preference to the front. In these things they were alike; but, in following up a victory, the English General fell short of the French Emperor. The battle of Wellington was the stroke of a battering-ram; down went the wall in ruins. The battle of Napoleon was the swell and dash of a mighty wave, before which the barrier yielded, and the roaring flood poured onwards, covering all.

Yet there was nothing of timidity or natural want of enterprise to be discerned in the English General's campaigns. Neither was he of the Fabian school. He recommended that commander's system to the Spaniards, but he did not follow it himself. His military policy more resembled that of Scipio Africanus. Fabius, dreading Hannibal's veterans, red with the blood of four consular armies, hovered on the mountains, refused battle, and to the unmatched skill and valor of the great Carthagenian, opposed the almost inexhaustible military resources of Rome. Lord Wellington was never loath to fight when there was any equality of numbers. He landed in Portugal with only nine thousand men, with intent to attack Junot, who had twenty-four thousand. At Rolica, he was the assailant; at Vimiera, he was assailed, but he would have changed to the offensive during the battle if others had not interfered. At Oporto, he was again the daring and successful assailant. In the Talavera campaign, he took the initiatory movements, although in the battle itself, he sustained the

shock. His campaign of 1811 was entirely aggressive, although cautiously so, as well knowing that in mountain warfare those who attack labor at a disadvantage. The operations of the following campaign, including the battles of Fuentes, Onoro, and Albuera, the first siege of Bajados, and the combat of Guinaldo, were of a mixed character; so was the campaign of Salamanca; but the campaign of Vittoria, and that in the south of France, were entirely and eminently offensive.

Slight, therefore, is the resemblance to the Fabian warfare. And for the Englishman's hardiness and enterprise, bear witness the passage of the Douro at Oporto, the capture of Ciudad Rodrigo, the storming of Badajos, the surprise of the forts at Mirabete, the march to Vittoria, the passage of the Bidassoa, the victory of the Nivelle, the passage of the Adour below Bayonne, the fight of Orthes, the crowning battle of Toulouse. To say that he committed faults is only to say that he made war; but to deny him the qualities of a great commander, is to rail against the clear mid-day sun for want of light. How few of his combinations failed. How many battles he fought, victoriously in all. Iron hardihood of body, a quick and sure vision, a grasping mind, untiring power of thought, and the habit of laborious, minute investigation and arrangement; all these qualities he possessed, and with them that most rare faculty of coming to prompt and sure conclusions on sudden emergencies. This is a certain mark of a master-spirit in war; without it a commander may be distinguished, he may be a great man, but cannot be a great captain; where troops, nearly alike in arms and knowledge, are opposed, the battle generally turns upon the decision of the moment.

At the Somosterra, Napoleon's sudden, and what to those about him appeared an insensate order, sent the Polish cavalry successfully charging up the mountain, when more studied arrangements with ten times that force might have failed. At Talavera, if Joseph had not yielded to the imprudent heat of Victor, the fate of the allies would have been sealed. At the Coa, Monthrun's refusal to charge with his cavalry saved General Crauford's division, the loss of which would have gone far towards producing the evacuation of Portugal. At Busaco, Massena would not suffer Ney to attack the first day, and thus lost the only favorable opportunity of assailing that formidable position. At Fuentes Onoro, the same Massena suddenly suspended his attack, when a powerful effort would probably have been decisive. At Albuera, Soult's column of attack, instead of pushing forward, halted to fire from the first height they had gained on Beresford's right, which saved that General from an early and total defeat; again, at a later period of that battle, the unpremeditated attack of the fusileers decided the contest. At Barossa, General Graham, with a wonderful promptitude, snatched the victory at the very moment when a terrible defeat seemed inevitable. At Sabugal, not even the astonishing fighting of the light division could have saved it if General Reynier had possessed this essential quality of a general. At El Bodon, Marmont failed to seize the most favorable opportunity which occurred during the whole war for crushing the allies. At Orthes, Soult let slip two opportunities of falling upon the allies with advantage, and at Toulouse the failed to crush Beresford.

At Viniera, Lord Wellington was debarred by Burrard from giving a signal illustration of this intuitive generalship; but at Cusaco and the heights of Cristoval, near Salamanca, he suffered Massena and Marmont to commit glaring faults unpunished. On the other hand, he has furnished many examples of that successful improvisation in which Napoleon seems to have surpassed all mankind. His sudden retreat from Oropesa across the Tagus by the bridge of Arzobispo; his passage of the Douro in 1809; his halt at Guinalda in the face of Marmont's overwhelming numbers; the battle of Salamanca; his sudden rush with the third division to seize the hill of Arinez at Vittoria; his counter-stroke with the sixth division at Sauroren; his battle of the 30th, two days afterwards; his sudden passage of the Gave below Orthes; add to these his wonderful battle of Assaye, and the proofs are complete, that he possesses in an eminent degree, that intuitive perception which distinguishes the greatest generals.

Fortune, however, always asserts her supremacy in war, and often, from a slight mistake, such disastrous consequences flow, that, in every age and every nation, the uncertainty of arms has been proverbial. Napoleon's march upon Madrid, in 1808, before he knew the exact situation of the British army, is an example. By that march he lent his flank to his enemy. Sir John Moore seized the advantage, and, though the French Emperor repaired the error for the moment, by his astonishing march from Madrid to Astorga, the fate of the Peninsula was then decided. If he had not been forced to turn against Moore, Lisbon would have fallen, Portugal could not have been organized for resistance, and the jealousy of the Spaniards would never have suffered Wellington to establish a solid base at Cadiz; that general's after successes would then have been with the things that are unborn. It was not so ordained. Wellington was victorious, the great conqueror was overthrown. England stood the most triumphant nation of the world. But with an enormous debt, a dissatisfied people, gaining peace without tranquillity, greatness without intrinsic strength, the present time uneasy, the future dark and threatening. Yet, she rejoices in the glory of her arms. And it is a stirring sound. War is the condition of this world. From man to the smallest insect all are at strife; and the glory of arms, which cannot be obtained without the exercise of honor, fortitude, courage, obedience, modesty, and temperance, excites the brave man's patriotism, and is a chastening corrective for the rich man's pride. It is yet no security for power. Napoleon, the greatest man of whom history makes mention; Napoleon, the most wonderful commander, the most sagacious politician, the most profound statesman, lost by arms Poland, Germany, Italy, Portugal, Spain, and France. Fortune, that name for the unknown combinations of infinite power, was wanting to him, and without her aid the designs of man are as bubbles on a troubled ocean.

THE TROOPS OF ABD-EL-KADER.—The following account of the pay, dress, and equipment of the regular troops of Abd-el-Kader is given by the Constitutionnel:—

"The uniform of the infantry is composed of a jacket of grey serge without ornament, with a hood, a waistcoat of blue serge, pantaloons of the same, and a red cap. Every three months each soldier is supplied with a linen shirt, and a pair of shoes of yellow leather. To this dress he adds, at his own expense, a bournous and a haik. The equipment consists of a cartridge box of morocco leather, suspended by a strap over the left shoulder, and attached to a belt. Each soldier has a musket and bayonet, and some have pistols and a yatagan in the belt; but these latter are furnished by themselves. Every soldier receives daily a pound and a half of bread-cake, and a pound of coarse flour, with which he prepares his couscousson. Twice a week a sheep is given to every twenty men. The troops, however, find more considerable resources in pillage. The pay is from four to six boudjoux per month. The sub-lieutenants have 8 boudjoux, the lieutenants 12, and the Agha only 36. The sub-lieutenants are distinguished by an embroided sabre on each shoulder; the lieu-

tenants are distinguished by an embroided sabre on each shoulder, the lieutenants have two sabres crossed. The officers have also a silver ring on the third finger of the left hand, which is presented by the Emir. On this ring is a seal, with the name, rank, and date of appointment of the officer. There is an Agha or superior commandant of infantry for each Khalifa, from whom he receives orders for the movements of the troops.

"There is also an Agha in chief for the whole of the infantry with the Emir. The uniform of the regular cavalry of Abd-el-Kader does not differ from that of the French Spahis. It is composed of a jacket of red cloth, with black stripes on the sleeves and back, and a waistcoat of red cloth faced with blue. Each soldier adds to this uniform a muslin haik, with which he covers his head and shoulders, and which he ties with a cord made of camel's hide. This haik replaces the turban. The horse-soldier receives a horse and harness, but no bournous. He is armed with a musket without bayonet, or with a carbine, a sabre and a pistol. He has the same cartridge-box as the foot soldier. The Spahis of the Emir are only regular cavalry in name; they are altogether without military instruction. The regular cavalry have trumpets like the French, and they sound in the same way. The artillery is composed almost exclusively of French deserters, Turks and Koulouglis. The Emir has not a man capable of pointing a gun properly and accidents in the military exercises are frequent. All the material is out of order and almost unfit for service. The guns are mounted upon very heavy carriages, with wheels of a single piece of wood."

RETURN OF A FRENCH PRISONER FROM SIBERIA.—The *Courrier de Lyons* of the 30th Sept., has the following:—"From time to time there arrives in France one of those brave soldiers of the *grande armee*, who were believed to have died in the campaign of 1812, but were detained prisoners by Russia. Yesterday one of these old soldiers presented himself at our Hotel de Ville, coming from Siberia, and being about to fix his residence at Lyons."

THE PROPELLER STEAMBOAT—This vessel was built in the yard of Mr. Dichburn, at Blackwall. The engine by which her paddles, or propellers, as they are termed, are worked, was made by Mr. Beale, the engineer, at his premises at Greenwich. She is a small vessel, but very elegant in her proportions, and formed to cut through the water with great rapidity. The engine is of 24 horse power. The propellers differ from the paddle-wheels used by other steamers, in being single blades of iron, only one blade on each side of the vessel, and not a series of blades brought into the water by the revolution of the wheels. Each blade is very broad and large, and dips almost perpendicularly in the water, so that the concussion formed by the blades of paddle-wheels dipping into the water at angles is avoided, and the consequent unpleasant vibration of the vessel. Directly the blade dips into the water it is forced back by an arm or limb of iron, performing a motion similar to the leg and webfoot of an aquatic bird, and by means of this motion the vessel is propelled forward. She can perform from 10 to 11 knots or miles an hour. The appearance of the propellers is like that of the legs of a grasshopper, and when in motion their action in some degree resembles the legs of that insect in its walk. One great advantage is, that the propellers occasion no swell in the water, no wake or trough in the river, and no backwater, so that no danger is occasioned to small boats by the rapidity of her progress. This vessel now runs hourly between Blackwall and Greenwich, and appears to be a great favorite, from the number of passengers she is continually conveying backward and forward between those places.—*English paper.*

QUEEN ELIZABETH'S NAVY.—The English navy, in the time of Queen Elizabeth, consisted of two ships of 1,000 tons, each having 340 mariners, 40 gunners, and 120 soldiers; three of 900 tons, each having 268 mariners, 32 gunners, and 100 soldiers; three of 800 tons, with the same number of men; two of 700 tons, with 350 men each; four of 600 tons, with 300 men each; four of 500 tons, having 88 mariners, 12 gunners, and 30 soldiers; two of 400 tons, and ten of 350 tons, each having 70 mariners, 10 gunners, and 20 soldiers, and nine smaller vessels. The number in all was 39.

CANADIAN WAR STEAMER.—The British are building a war steamer at Chippewa, U. C., to be called the *Minos*. A correspondent of the Cleveland Herald gives the following description of her:—

"The Minos is 148 feet on deck, and registers 400 tons, and is built in every respect a '*man-of-war.*' She is of great strength, her timbers being placed close together, are caulked and pitched before planking, so that in the event of starting a butt, she would not leak; a very desirable object in armed vessels. On the inside, parallel bars of iron are let into her timbers the entire length of the boat and placed 6 or 8 inches apart. This does not add materially to her strength, but renders her almost shot proof. Her planks are five inches and her sealing three inches thick, making her entire thickness about twenty-two inches of solid timbers. She is fitted with two 45 horse power low pressure steam engines, which are placed entirely below deck, on the plan of the Atlantic steamers, and are beyond the reach of external injury; but they are in my opinion of too small a calibre for so heavy a boat, and if I am not mistaken, almost any of our 'water wagons' will be able to 'hold a candle' for her to run by.

"The engines are supported by iron frames resting upon large fore and aft timbers, placed on either side of the kelson, which are securely bolted and fastened to the deck frame of the boat, and will, instead of weakening the boat, add greatly to her strength. The cylinders are 36 inches in diameter, with four feet and a half stroke, placed upright in the usual manner, but in place of one working beam to each engine playing above the cylinders, as is customary, they have two, *reversed*—one each side of the cylinder, and moving close to the floor of the boat. The piston rods act upon a cross head, as in the common square engine, but the connecting rods instead of leading directly to the cranks, are fastened to one end of the working beams below, and through them transmit the power by means of other connecting rods, to another cross head, which is attached to the crank; thus giving regular and continued motion to the entire machine. The grates and boilers are arranged expressly for burning Ohio coal, and her 'bunkers' will contain from 10 to 1200 bushels.

"The magazine occupies all the after part of the hold under the cabins of the officers, and is in as secure a place as there is about the ship, being below the reach of shot, and out of the way of fire. The Minos is schooner rigged, and shows a clean deck fore and aft; and were it not for her funnel and wheel-houses, would look like a large schooner, as she has no guard or upper works of any kind. She is expected to mount eight 18-pound carronades and two mortars for shells in case of a bombardment."

OFFICIAL NAVAL REGISTER, FOR 1840.—A few copies for sale at this office. Ap. 2.

WASHINGTON CITY,

THURSDAY..NOVEMBER 12, 1840.

THE FUTURE.—We find an impression prevails very generally, that there will be a change in the administration of our national affairs after the 3d of March, 1841. If the popular votes be any criterion by which to judge, it may be presumed that Gen. WILLIAM HENRY HARRISON, of Ohio, has been elected President of the United States. As is customary when a new administration, of different politics from the last, comes into power, we can safely predict that there will be a new head to the War Department, and a new head to the Navy Department, in both of which a majority of our readers are interested; but we regret that we cannot peep far enough into futurity to discern who will be selected to fill these places. Much idle speculation will be wasted, and many surmises ventured upon, and the names of various prominent members of the successful party freely used in forming a new cabinet, by men who will have no voice or influence in the matter. It were as well, perhaps, to leave it to the decision of the President elect, hoping that he will act for the best, and choose "good men and true."

One thing is tolerably certain: Those of us who live to see the year 1841 will see some changes take place, in military and naval as well as civil affairs. There will be appointments and promotions, resignations and dismissals. Marriages, it is presumed, will take place, and births probably follow; deaths no one can prevent; and sundry and divers other things will happen in due course of nature—all of which, that relate to our profession, we shall carefully *chronicle*. On the whole, we conclude that some important events will transpire in the course of next year; therefore we advise all to keep a bright look-out, if they wish to know how the world wags. We recommend a due share of patience to those whose curiosity is on tip-toe, assuring them that in proper season they will know all.

ARRIVALS AT WASHINGTON.

Nov. 5—Lieut. H. C. Wayne,	1st arty,	Fuller's.
Lieut. W. Frazer,	3d arty,	do.
7—Capt. W. C. De Hart,	2d arty,	Brereton's.
Capt. E. D. Bullock,	2d drag's,	Fuller's.
Lt. Col. W. Whistler,	7th infy,	do.
Captain F. Lee,	do.	do.
10—Capt. E. B. Babbitt,	A. Q. M.,	American.
11—Capt. S. Mackenzie,	2d arty,	Gadsby's.
Captain G. D. Ramsay,	ordnance,	Major Turnbull's.
Col. G. Croghan,	Insp. Gen.,	G street.

PASSENGERS.

NEW ORLEANS, Oct. 27, per steamboat Columbus, from St. Louis, Dr. J. H. Baldwin, of the army. Oct. 29, per steamboat Isora, from Alexandria, Lieutenant J. H. Vose, jr., of the army. Nov. 2, per steamboat Caddo, from Alexandria, Capt. A. Lewis, Adjt. P. N. Barbour, Lients. L. S. Craig and —— Kerr, with 175 troops, all of the 3d infy, bound to Florida; also Capt. B. A Terrett, A. Q. M., and J. E. Heron, sutler.

SAVANNAH, Novem. 4, per steamboat Charleston, from Black creek, Lieutenant J. W. Penrose, of the army. Nov. 5, per steamboat Gen. Clinch, from Pilatka, Lieuts. R. B. Lawton and J. C. Henshaw, of the army. Nov. 6, per steam-packet Beaufort District, from Charleston, Dr. W. W. Hoxton, of the army.

CHARLESTON, Nov. 5, per steam-packet Huntress, from Wilmington, Captain E. Harding, of the army. Nov. 6, per steamboat Southerner, from Savannah, Lieuts. J. C. Henshaw, J. W. Penrose, R. B. Lawton, and J. H. Hill, of the army. Nov. 7, per steamboat Huntress, from Wilmington, Maj. W. H. Chase, of the army.

NEW YORK, Nov. 3, per ship Newburyport, from Trieste, Mid. Louis McLane and C. S. Macdonough, of the navy, and late of the U. S. ship Ohio.

BOSTON, Nov. , per steamship Acadia, for Liverpool, via Halifax, Capts. H. Brewerton and W. H. Swift, of the army.

Communication.

THE LATE LIEUT. S. J. BRANSFORD, U.S.A.

WEST POINT, N. Y., *Nov.* 7, 1840.

At a meeting of the officers of the Military Academy, held for the purpose of expressing their regret for the loss which they have sustained by the sudden and melancholy death of their associate, Lieut. SAMUEL J. BRANSFORD, of the army, it was unanimously

Resolved,

1. That by the death of Lieut. BRANSFORD, we have been deprived of a companion whose talents, amiable disposition, and gentlemanly deportment, had secured our esteem and friendship.

2. That from his pure principles, and from the zeal with which he devoted himself to his duties, both in the field and as an instructor in this institution, his decease can but be regarded as a serious loss to the service.

3. That we offer our sympathies to his widowed mother and bereaved friends, for the loss which they have sustained.

4. That in testimony of regard for our deceased friend, we will wear the usual badge of mourning for thirty days.

5. That the chairman appoint a committee of three to forward a copy of these resolutions to the relatives of the deceased in Virginia.

6. That the Secretary cause these resolutions to be published in the Army and Navy Chronicle, the New York American, and the Lynchburg Virginian.

RICHARD DELAFIELD,
Major of Engineers, Chairman.

J. A. THOMAS, *Lieut. 3d artillery, Secretary.*

Domestic Intelligence.

From the Savannah Republican, Nov. 5.

LATE AND IMPORTANT FROM FLORIDA.—The steamer *Charleston*, Capt. PITCHER, arrived here yesterday from Black creek. Captain P. informs us that a report reached Garey's ferry before he left, that on Saturday last, Lieut. JUDD and four soldiers were supposed to have been killed by the Indians, near St. Augustine. A dismissed soldier who came into St. Augustine, states that he was ahead of the above named party, and heard the report of the rifles, and saw Lt. J. and the soldiers fall from their horses. From the fact that nothing has since been heard from them, it is feared that the report may prove true.

Extract of a letter to the editors of the Republican, received from an officer of the Florida army.

PILATKA, *Nov. 1st*, 1840.

By last night's express, I am enabled to give you the result of the conference of the Indians with Gen. Armistead at Tampa bay.

Halleck Tustenugga, Tiger-Tail, and six others, came in at the appointed time, and among other things, agreed to meet the General with three hundred of their people, at Fort King, on the 7th inst., for the purpose of further negotiations. It is expected that the two chiefs named will proceed to Washington and visit the President in *propria persona*.

If they should deem it their interest to come in in good faith, it may end the war, as they probably have it in their power to dictate terms of peace: but I opine that if the war is ended only on the good faith of the Indians, it will last forever and a day. They are like England on the boundary question: they will appoint commissioners, and negotiate until doomsday—and until doomsday hold on to the country.

Col. Worth, with two companies, left here a few days since for Fort King, where he will meet the balance (eight companies) of his regiment.

We are indebted to our attentive correspondent at St. Augustine, for the "News" of the 30th ult., forwarded by the *Charleston*, from which we extract what follows:

CONTINUED OUTRAGES OF INDIANS.—On Wednesday afternoon last, from sixteen to twenty Indians made their appearance on Colonel Hanson's plantation, about two miles from this city, robbing the negroes of all their blankets and winter clothing. Their intention was to fire the buildings, and make prize of the negroes—but some of them having escaped, and making their way to town, was fallen in with by one or two gentlemen who had been hunting, and they pushed on with the intelligence. The quick appearance of a few persons from town tended to hasten them away with their plunder, and enabled the negroes whom they had with them to fall back in the sugar-cane field, and thus escape them. One Indian, without baggage, was fired upon, supposed to be *Wild Cat*, as he left the enclosure without any of the plundered property. They fired one rifle into the dwelling house, which nearly wounded the overseer. The property taken amounts to a considerable sum. No other damage.

Lieut. Brown, 3d artillery, was very promptly on the spot with eleven men, and remained during the night on guard; and yesterday morning proceeded, in command of Lieut. Graham's detachment of dragoons, and his own command, with Lieut. Westcott of the infantry, in pursuit.

We ask, why has not this plantation been protected? Why the zeal of establishing a post two miles from it, when the owner has repeatedly and again asked for protection?

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An unfortunate and truly melancholy occurrence took place at Col. Hanson's plantation at half past 2 o'clock, Thursday morning. The sentinels having discovered, in two places, persons approaching, retreated to the house, within which the small force on the plantation were, and gave the alarm. Immediately Lieut. Brown, with his men, proceeded to reconnoitre, as well as the four or five friends who had offered to remain on the place; and having been on the watch for upwards of thirty minutes, they discovered persons moving quickly up, the sergeant fired, wounding Lieut. Graham, of the dragoons, in the arm, and killing Sergeant Wolcott, of his company. Lieut. Graham, it seems, was approaching with great caution, (he having, at Picolata, received an express, informing him that Indians had been at the plantation,) and the fact of the alarm having taken place some time previous, brought him in collision with the troops in charge, who were anticipating the approach of the enemy. At the moment preceding the fire, they were heard to spring their bayonets, which sounded much like the click of cocking a gun; and it was under these circumstances the accident occurred. Fortunately Dr. Barnum was one of the gentlemen who had remained for the protection of the place, in connection with Lieut. Brown and eleven men of his company, and his services were very promptly and beneficially rendered Lieut. Graham. Sergeant Wolcott was brought into the house immediately, but he was dead. Lieut. G's wound, though severe, is by no means of a dangerous character, and he will, in a very short time, rejoin his company.—*Ibid.*

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A detachment of Captains Micker's and Pellicer's mounted volunteer force proceeded on Thursday last, at day-light, to Musquito beach. The Indian signs were fresh in that neighborhood; and a small party of gentlemen, hunting at *Mala Compra*, discovered such evidences of their proximity to the enemy that they left for this city.—*Ibid.*

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The escort which came in with the mail on Wednesday last, when about fifteen miles from Jacksonville, discovered a poney feeding in some high palmetto grass. On nearing him, he pulled as though held by some one, and succeeded in escaping, although the escort made every effort to overtake him. From the fact of his being discovered in that situation, there is every reason to infer that he belonged to Indians.—*Ibid.*

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MOVEMENT OF TROOPS.—Four companies (B, F, H, and K) of the third regiment United States infantry, under the command of Major Belknap, passed down the river on Sunday last, on their way to Florida. These troops composed the garrison of Fort Smith, and were relieved there by one company of the fourth regiment from Fort Gibson. They left Fort Smith on the 25th of September, on the steamboat Cherokee, and, by a sudden falling of the river, grounded a few miles above Lewisburg, where, after ten days' continous exertion to get her off, they were compelled to leave the Cherokee for the steamboat Elizabeth, with two keels in tow.

The river was extremely low, and we are informed that the whole passage down was one continued series of snagging and grounding, the soldiers and their officers jumping overboard, and actually lifting the boat along. The command consists of about two hundred rank and file. Officers:

B	Comp.,	Brevet Maj. W. G. Belknap, Lieut. T. B. Glen.
F	"	Lieutenant W. H. Gordon.
H	"	Captain O. Wheeler, Lieutenant D. T. Chandler.
K	"	Lieut. J. Currier, acting Adj. A. Q. M., and A. A. C. S.

Assistant surgeon Abadie, U. S. A., attends the command as far as New Orleans. Companies A, C, G, and I, of the 3d, may be expected here shortly, destined for Florida, as we understand one company of the 4th regiment, under the command of Captain Allen, has been ordered to relieve those troops now in garrison at Fort Towson.

The river took a sudden rise on Sunday, and has risen ten or twelve feet, which enabled the steamboat Cherokee to pass down on Sunday night for New-Orleans, having on board one company of the 4th United States infantry, under command of Captain Morrison, on their way to Fort Jesup, where they have been transferred by a recent order of the Secre-

tary of War, to relieve companies D and E, of the 3d infantry, ordered to Florida.

Mr. George W. Clarke also passed down on the same boat, with thirty-eight Indian youths under his charge, whom he is taking to the Choctaw Academy at Great Crossings, Kentucky.—*Little Rock Gazette, October* 14.

GEORGE R. T. HEWES, the last of the Boston Tea Party, died at German Flats, on the 5th Nov., at the advanced age of 106 years. His remains were sent to Richfield, Otsego county, for interment, where he had resided for many years.—*Rochester Democrat.*

APPOINTMENT BY THE GOVERNOR OF NEW YORK.—JAMES BOWEN, of the City of New York, Aid-de-Camp to the Commander-in-Chief, in the place of JONATHAN AMORY, resigned.

From the Albany Daily Advertiser, Nov. 7.

THE NORTHEASTERN BOUNDARY.—The survey undertaken by our Government, of the territory in dispute between this country and Great Britain, has been brought to a close for the present season, the early approach of winter having put an end to the field operations. This survey, as our readers may remember, is under the charge of Captain Talcott, late of the United States Engineer Corps, and Professor Renwick, of New York—gentlemen well qualified for the important trust, and in whose report the country will place implicit confidence. We hear, indirectly, that the explorations thus far have gone to establish the justice of the claim preferred by the United States. The highlands, so opportunely *discovered* by Mr. Featherstonhaugh, have not yet met the gaze of the American Commissioners. Of the nature of the service performed by the exploring party, in the wild territory through which they have passed, the following letter, which we copy from the Argus, will convey an accurate notion.

Extract of a letter from one of Captain Talcott's assistants, to a gentleman in this city, dated

KENNEBEC ROAD, *Oct.* 24, 1840.

I arrived here yesterday noon, with two assistants and six packmen, having, with the exception of a few days on Spider lake, been separated from Captain Talcott since the 23d of September last. The duty assigned me was to trace the ridge round from the head of Arnold's river to Spider lake, and thence on to the Kennebec road, or road from Augusta to Quebec, where it crosses the boundary line. From the head of the Connecticut to the point of our first separation is sixty miles, thence to Spider lake thirty-five miles, and thence to this place forty miles; all of which my *long legs* have measured, and the Schmalder compass coursed. The route throughout was irregular and circuitous. We took a pilot at Canaan, but he proved of no service. It only requires an active man to climb trees occasionally, and you can explore every section of the country.

Our life has been one of excitement; sometimes wet, at others burnt; now frozen, and occasionally melting; often stuffed to surfeit, and then starved down to a skeleton. Every thing, however, has gone off successfully. Captain Talcott will have accomplished a vast deal of work for the time we have been engaged upon the survey. To this point, (the Kennebec road,) and twenty miles beyond, the line, as you are aware, is not in dispute, and I should hardly suppose it could be, as for miles and miles the ridge is composed of high and distinct granite cliffs, as if nature had intended them to be dividing walls between two countries.

Often have I wished you were with us, to enjoy the fine moose-hunting, or trouting, or even killing the pheasants, that, during the day, would hardly make room for us to pass. On Spider lake, we came across some St. Francis Indians. They killed a bull moose for us, much larger than a horse; his antlers or "armed chair," alone, were five feet spread. The trout have weighed from one to six pounds. One of the most delicious dishes I ever tasted was composed of the nose, heart, and liver of the moose. I have a small sextant, by which I get the latitude from the meridian alt. of the sun, and such stars as approach before ten o'clock at night, as after a hard day's work I do not feel able to keep my eyes open longer.

P. S. Oct. 25, a violent snow-storm, fifteen inches deep. Oct. 26, Captain Talcott joined me; another snow-storm; dangerous to continue operations in the field. Oct. 27, have made preparations to return to Portland. Oct. 29, after sleighing since the night of the 27th, we have all, fifteen in number, arrived at Ansen, where I mail this letter to you on our return home.

Domestic Miscellany.

From the Philadelphia Ledger, Oct. 1.

PERKINS'S STEAM GUN.—We were a day or two since, by invitation, present at a private exhibition of the power and practical operation of steam, as applied by the inventive genius of Mr. Perkins to the discharge of fire-arms, and which experiment has proved a safe and most efficient substitute for powder. Its simplicity of construction, and the ease with which it is put into practical operation, as well as its great power and safety, far exceeded anticipation. It is now publicly exhibiting at the Assembly Building. This gun and generator are the property and production of Mr. A. M. Perkins, a native of Newburyport, in this country, now resident in London; although in the year 1824 the highly successful machinist, Mr. Jacob Perkins, father of the gentleman above named, succeeded in constructing a generator of steam of such form and strength as even, when subjected to a pressure of 60 to 100 atmospheres, allowed him to carry on his experiments with highly elastic steam without danger. The object of the elder Mr. Perkins was originally intended for working steam engines, it having become evident to him that highly elastic steam used expansively would be attended with much economy, and in these experiments ascertained that he had solved the problem of generating with safety steam of sufficient power for the purposes of steam gunnery, but left it to his son, the present inventor, to bring it fully and successfully into operation, as he has done on a new and greatly improved method. The gun, except in a few minor mechanical details, does not differ from that originally constructed by his father, and now exhibiting at the Adelaide Gallery, in London.

The novelty which distinguished the generator of Mr. A. M. Perkins from that of all others, consists in the manner of conveying the fire to the water, without exposing the generator to the action of the fire; which is accomplished by means of the circulation in iron tubes of a current of hot water, which is entirely separate from and independent of that to be evaporated in the generator. The apparatus by which the heat is thus transferred is an iron furnace about three feet high, two and a half feet long by one and a half wide, containing a continuous coil of iron tubing, (not dissimilar to the worm of a still,) one inch in external, and five-eighths of an inch in internal diameter, and eighty feet in length—within this furnace the fire is made. The upper end of this tube, called the flow pipe, is extended any required distance to the top of the generator, which is a strong iron

tube, three inches in diameter, and six feet in length, within which are eight smaller tubes, whose ends are welded to the ends of the larger tube, which communicate at the top with the flow pipe, and at the bottom with the return pipe, which is continued to the bottom of the furnace coil. This furnace coil, the smaller tubes, the flow pipe, and the return pipe, are filled with water by unscrewing a cap over the furnace, and when replaced the apparatus becomes closed in all parts. The circulation in the tubes is occasioned by the difference in the specific gravities of the water composing the ascending and descending currents: that portion contained in the flow pipe and fire coil becomes rarified as its temperature is increased, and ascends by its superior levity, while that portion contained in the smaller tubes, having given off its heat, acquires increased density and descends through the return pipe to the bottom of the furnace coil to take the place of the ascending current.

When the hot water current has arrived at a temperature of two hundred and twelve degrees and upwards, water is injected into the generator by means of a force pump, and converted into steam by its contact with the small tubes. Experiments have tested the fact that this apparatus will readily evaporate a cubic foot of water per hour, when the flow-pipe is kept at four hundred degrees. No accident can arise from want of water in the generator; and the precautions which are indispensably necessary when the generator is in contact with the fire, are quite useless, as the water may at any time be drawn off with impunity, and without producing any other effect than that of cooling the generator. The grossest neglect is followed by no worse consequence than inefficient supply of steam. An explosion of the generator is impossible, because the temperature of the furnace coil always exceeds that of any other part of the apparatus, consequently is the first to yield when the pressure is carried beyond the strength of the pipes. A heat governor is attached to the furnace, by which the intensity of the fire is always proportioned to the temperature which it may be required to maintain in the tubes. We have been somewhat minute in the description of this generator, as the same principle has been applied to the heating of buildings.

The gun itself, with all the machinery about it, is in construction the most simple and beautiful. The barrel is about six feet in length, with a bore admitting a ball about the usual size of a rifle ball. This barrel is elevated upon cross-trees, some three feet from the floor. About six inches from the breech, there rises out of the barrel a tube, of the same sized bore as the barrel, into which is dropped any number of balls, which, by a simple adjustment of the charging cock, transfers the balls from the tube to the barrel singly, or allows them to fall in a continuous shower.

The steam enters the barrel at the under side, an inch or two back of the point where the ball falls from the tube, and is let into it by the opening of a valve by a short lever. How easy and quick this may be done may be estimated from the fact that it is capable, in expert hands, of being discharged at the rate of one hundred and fifteen times in a minute, and with such force (although not more than a third of the weight of steam that it was capable of bearing was upon it) as to flatten the balls thin as a wafer as they struck against the iron target, distant one hundred and twelve feet, at the opposite end of the room.

A gun of similar construction was exhibited in England some years ago, by which balls of an ounce weight were propelled to the distance of thirty-five yards, through an iron plate of one-fourth of an inch thick; also through eleven hard deal boards, each an inch in thickness, placed at the distance of one inch from each other. Continuous showers of balls were also projected with such rapidity, that when the barrel of the gun was slowly moved round in a horizontal direction, a plank, twelve feet in length, was so completely perforated, that the line of shot-holes nearly resembled a cut from end to end.

It has been found by experiment that the generator of this gun is capable of furnishing a constant supply of steam for discharging balls at the rate of sixty per minute, and that one pound of anthracite coal is equal to a pound of powder, and will generate steam sufficient to discharge four pounds of balls.

That the steam gun is an instrument of most deadly havoc all admit; and that it is so, is the only reason ever yet urged, we believe, against its adoption as an engine of war—that it is too destructive, too terribly murderous for Christian nations seriously to contemplate its use. That it possesses the power of annihilating cheaply and expeditiously every obstacle that may come within its sweep, whether it be armies, navies, or fortifications, is beyond all question true. But does it follow from this that the loss of more lives, and the destruction of a greater amount of property would be the consequence of its adoption? The very reverse, it strikes us, would be the result, and with our neighbors of the Pennsylvanian, we think that the invention of Mr. Perkins rather deserves to be looked upon as a great pacificator than as a destroyer of the human race. That print justly and eloquently remarks:

"To bring destruction thus to its maximum, and to effect in a few minutes results which usually require whole campaigns to accomplish, would be by no means likely to increase the belligerent spirit—pugnacity itself would be overawed at such certain slaughter. The joy of battle would be gone—the pomp and circumstance of glorious war would be no more, and there would be little of the romance with which the trade of human butchery is strangely invested, if battalions were to be blown to fragments by the opening of a steam valve; and if in place of glittering warriors, and plumed troops, and music, feathers, and gold lace, the fate of nations was to be decided by a few swarthy firemen in red flannel shirts, sweating with blackened brows over the hot and greasy engine, shooting cannon balls by the cartload from hissing pipes, and poking the fire to keep up the necessary heat, instead of having recourse to pealing trumpets and rattling drums, to blow the sparks of military ardor into a flame. This would be reducing war to its essentials; it would be getting rid of all its fascinating deceptions at once; it would be such an application of the labor-saving principle to the business of thinning population, and of making widows and orphans, that neither nations nor individuals would lightly go in search of such ghastly honor."

PERKINS'S STEAM GUN.—An exhibition is now open at the Assembly Buildings, corner of 10th and Chestnut streets, of that wonderful instrument of warfare, the "steam gun," invented by Perkins. Having seen it in operation, we must say that the accounts heretofore given of its destructive capabilities, are not at all exaggerated. Showers of bullets are often spoken of; but it requires the steam-gun to realize the idea. The model now shown throws 158 balls a minute, and with such tremendous force, that without resorting to anything like its possible power, and at a distance of over 100 feet, the leaden balls are flattened to the thinness of a wafer against the iron target, some of them passing completely through the sheet iron. The barrel used in this model is about the size of an ordinary rifle, but the principle is applicable to pieces of any dimensions; and the one employed in experiment before the Duke of Wellington, and other distinguished officers, drove ounce bullets at a distance of 35 yards

through an iron plate one-fourth of an inch in thickness, and likewise through eleven hard deal planks one inch thick, and placed an inch apart. Continuous showers of balls were also projected with such rapidity, that when the barrel of the gun was slowly swept round in a horizontal direction, a plank, twelve feet in length, was so completely perforated that the line of shot holes nearly resembled a cut from one of its ends to the other.

There is likewise a newly invented steam generator attached to this gun, also invented by Perkins, which combines the qualities of simplicity, safety and economy, to a degree never before attained, and which is well worthy of the attention of the scientific. The exhibition is therefore a very interesting one in several respects, and will doubtless attract crowds of visitors.

No one can witness the operation of the steam gun without being satisfied that it is destined in important respects, to change the aspect of war, and that, particularly as a defensive weapon, it cannot easily be overrated, while a terrific combination can be formed of steam vessels of war with this tremendous invention. The only objection urged against it is, that it is too murderous, and that it would annihilate fleets and armies coming within its range, in the twinkling of an eye. Such doubtless would be its execution; but it appears to us that it rather deserves to be looked upon as a great pacificator than as a destroyer of the human race.

To bring destruction thus to its maximum, and to effect in a few minutes results which usually require whole campaigns to accomplish, would be by no means likely to increase the belligerent spirit—pugnacity itself would be overawed at such certain slaughter. The joy of battle would be gone—the pomp and circumstance of glorious war would be no more, and there would be little of the romance with which the trade of human butchery is strangely invested, if battalions were to be blown to fragments by the opening of a steam valve; and if, in place of glittering warriors, and plumed troops, and music, feathers and gold lace, the fate of nations was to be decided by a few swarthy firemen in red flannel shirts, sweating with blackened brows over the hot and greasy engine, shooting cannon balls by the cartload from hissing pipes, and poking the fire to keep up the necessary heat, instead of having recourse to pealing trumpets and rattling drums to blow the sparks of military ardor into a flame. This would be reducing war to its essentials; it would be getting rid of all its fascinating deceptions at once; it would be such an application of the labor-saving principle to the business of thinning population, and of making widows and orphans, that neither nations nor individuals would lightly go in search of such ghastly honor.—*Pennsylvanian.*

From the Norfolk Beacon, Nov. 4.

NAVAL CEREMONIES.

The 28th was a day of considerable excitement in our harbor, on the occasion of the hoisting of the broad pendant of Commodore JESSE WILKINSON, on board the U. S. frigate Macedonian, when he relieved Commodore SHUBRICK in the command of the West India squadron. The ceremony which took place was as follows, viz:

At about 9½ A. M., both commodores came alongside the ship in the same boat, and were piped over the side by the boatswain, the accommodation ladder being attended by six side boys. The first lieutenant and the officer of the deck received the commodores at the gangway, and the moment they put their foot upon the quarter deck they were saluted with a "present arms" by the marine guard drawn up on the larboard side of the quarter deck, which salute they acknowledged by uncovering, and gracefully bowing as they walked aft. They stood for a moment on the quarter deck, and then went upon the poop deck.

The officer of the deck now triced up the lower booms, and the lieutenant from the gun deck commanded "starboard *fire*," "larboard *fire*;" and so on until he had let off thirteen guns, a commodore's salute, when Com. W. turning to Com. S. bowed and acknowledged the salute to his flag. The authority of Com. S. ceasing at that instant on board the Macedonian, and at the same instant commencing on board the Delaware, his broad pendant (*red*, in token of his juniority to Com. W.) was at that moment run up on board the latter ship, and her battery opened with thirteen guns to the broad pendant of Com. W. As soon as she ceased firing, the sloop-of-war Concord, lying beside her, followed her example, and also fired the salute. Com. W. very gracefully acknowledged the several compliments, and then accompanied Com. S. to the gun deck cabin. Presently Com. S. sent his compliments to the officers of the ship, and requested to see them in the cabin. Thither they all immediately repaired, and were presented by Com. S. individually to Com. W., who, with a noble and commanding presence, received them with dignity, and at the same time with easy familiarity expressed his gratification at seeing them all seeming to be in fine health and spirits; congratulated them upon their having been thus favored with health, although exposed to the privations of two years active cruising, chiefly in the climate of the Gulf and West Indies. He hoped they might continue to be blessed, and that the change of flag might not prove a change of luck to the gallant ship, which has never yet encountered a gale of wind since first put in commission. He concluded by recognising individually one or two officers who had been formerly shipmates with him, and dismissed the group, leaving an exceedingly favorable impression of his noble bearing and gallant courtesy.

The two commodores remained in the cabin to go through the ceremony, the one of handing over and the other of receiving the papers and documents which are to govern the conduct of the future commander-in-chief of the West India squadron. Less than an hour sufficed for this purpose, and Com. S. made his appearance again on the quarter deck, where he met all the officers of the ship. Taking his cap in one hand, he passed slowly along the line, shaking each one cordially by the hand, and when the fullness of his manly soul would allow it, uttering a hearty "God bless you," his lip quivering on the verge of a smile, and his eye sparkling with a half-formed tear. Kindred emotions seemed to be aroused in the breast of each one as he passed, and the feeling was common that they were parting with an officer and a gentleman whom they truly respected and loved. He passed on to the gangway, and as he left the quarter deck had the honors of the guard, and was duly piped over the side. When he had gotten some fifty yards from the ship, the rigging was manned by all hands, with the order "stand by to cheer." All being silent as the grave, the first lieutenant from the poop gave the command "cheer," which was followed by three deafening and most hearty cheers. At the first one the commodore pointed his oars and stood uncovered in the stern sheets of his boat; when the three cheers were done, he boated his oars, and his crew on their feet, twirled their hats in the air and returned three hearty cheers, which were answered by one stunning peal from the ship's crew, who then instantly laid down upon deck, and the commodore pulled off to the shore, thus consummating his detachment from the West India squadron.

Com. W. it is understood will sail for the West India station in a few days.

PRÆTORIA NAVIS.

NORFOLK, *Va., Oct.* 31, 1840.

REORGANIZATION OF THE NAVY.

A period of twenty-five years of peace, and of consequent inaction, has produced upon the navy the results which must always necessarily ensue from such a disorganizing cause, to any military institution, without the most vigilant care be taken to keep alive its military spirit, and to provide for its constant and progressive improvement. Such care, it is conceded, has never been bestowed upon the navy; it has been abandoned to a long, chilling, life-destroying neglect; and now, if we understand its present condition with its old and worn-out officers, its obsolete laws, its useless usages and declining discipline, we fear that we must say the navy has quite "run to seed.' Still we do not doubt, that, fostered with timely care and culture, it possesses a recuperative energy sufficient to restore itself to what it was in its palmiest days; and that if able and energetic remedies be applied, the languishing navy may once more be restored to a sound and healthy state of military efficiency. The great first step towards such a desirable consummation, must be a thorough reorganization of the whole system. Partial remedies will not avail; perhaps they are worse than useless; a thorough reform has at last become absolutely indispensable, and not a mere trivial reform of minor abuses, but a radical and organic one, which shall pervade the whole system, from the centre to the extremities.

This is a subject which appears to be sufficiently removed from political strife to enlist the sympathies and obtain the co-operation of men of all parties. It is strictly a national question; and all American statesmen, whether from the East or the West, the North or South, whether they belong to the administration or to the opposition parties, all unite in opinion upon the great importance of a navy, and all seem to be desirous of putting it upon that footing of strength and respectability which the interests and the honor of the country demand. The executive has, year after year, urged the necessity of reform and improvement in this "right arm" of the national defence, and during the last session the attention of Congress was called to the subject of a complete reorganization. The Naval Committee undertook to report a bill for this purpose, but, owing to the more pressing questions which agitated the National Legislature, the session slipped away without any action being had thereon, and the bill never was reported. Indeed the friends of the navy in the House preferred postponing the subject to the next session, when they could give it more entirely their attention, and as it is understood that the President, the Secretary, and the Naval Committees, are all in favor of reorganizing the navy, we may hope that this subject will be a leading question in the approaching session. The Secretary of the Navy, however, was called upon to furnish a plan for a substitute to the present Board of Commissioners, to be presented when Congress should again meet, and as almost any change in that board would be for the better, this may be regarded as a general reorganization. Congress will meet under more auspicious circumstances, and will have fewer questions of an agitating nature to absorb its time from the business of the nation, than during the long party struggle of last year, and we hope that a subject of such vital importance to the whole nation, will no longer be treated with indifference.

And what, let us ask, does the navy principally want? To all military establishments action, *action*, ACTION, is the chief thing needful. All reform in the navy must be predicated upon this principle; there can be no efficiency without incessant and positive activity. We must have a greater and more energetic employment of active force. Our floating navy has not exceeded an average of four hundred guns and four thousand men during the last ten years; a force almost ridiculous compared with the naval powers of Europe, reproachful to a nation with such abundant means of sustaining a navy commensurate with its power and importance, and altogether inadequate to sustain properly its commercial and foreign interests. With the reform in its economical system which should be a leading feature in reorganizing, we could keep afloat such a navy as the true interest and dignity of the country demand, at a very trifling additional expense. Indeed, we do not fear to assert, that an active efficient navy, of five times the present force employed, could be kept afloat for only double the cost of the existing establishment. A system of strict economy, of rigid exactness in all its monetary affairs, method and good husbandry in the application and expenditure of material, the details of every department directed by a sufficient number of careful and responsible officers, every improvement introduced which would facilitate the operations of the service; such a system could be formed which would afford us a vigorous and powerful navy afloat of two thousand guns, and twenty thousand men, at only twice the expense of our present inadequate navy. In short we shall obtain an active efficient, economical navy, in place of a languishing, inert and expensive one. Is not such an object worthy of receiving the deepest attention of every true patriot, of every sound statesman in the country?

With such a proud and powerful force afloat in active service, sustained by the concurrent patronage of the whole people, and a vigorous administration of its affairs; a more hopeful, ambitious and military spirit infused into the rank and file by rapid promotion and a wider field for honorable exertion and gallant enterprise; a better code of laws, a higher order of rank, more systematic discipline; these would restore the character of our navy to what it was in the days of its glory, when, though weak indeed compared with its gigantic antagonist, it triumphantly tore the laurels from the brow of the haughtiest power of Christendom, and would put it in a condition to contend successfully, in another struggle, with any navy of the world for the supremacy of the seas.

FRENCH NAVAL AND MILITARY SCHOOLS.—It appears that, in consequence of the augmentation of the French military and naval forces, Government is about to give encouragement and facility for pupils to enter into the military and naval schools. At the Ecole Polytechnique, instead of 130 pupils, the usual number annually admitted, there are to be 165 received, and preparations are making for lodging the extra number. The naval school is to admit 120 instead of 60 pupils per annum; and if there are not sufficient pupils who have passed their examinations to be sent on board ship, their places are to be supplied by the best prepared of the sub-officers among the crews. At the school of St. Cyr, where 160 pupils are admitted every year, the number of admissions is to be increased to 500, and 150 of the candidates for the Ecole Polytechnique have already presented themselves, in consequence of the notice which we mentioned the other day. Supplementary examinations are to be made in the course of the year, for pupils not now prepared to undergo the general one. The price of the pension is to be reduced at St. Cyr from 1500f. to 800f.; the inferior limit of the age of pupils is to be done away with, and they are not to be bound by the engagement of military service on entering the school.—*Galignani's Messenger.*

CHINA EXPEDITION.—The American ship Montezuma, which arrived here during the week from Macoa the 21st ultimo, saw the British squadron on its way to China off Pula Supatu, on the 13th June, having, left this on the 30th May.—*U. S. Service Gazette.*

From the Globe, Nov. 5.

OFFICIAL.—TO NAVIGATORS.

DEPARTMENT OF STATE.

Information has been officially received by the Department of State of the erection of six new light-houses on the coasts of France, of which the following notice is published for the benefit of vessels sailing to that part of the world.

1. *Island of Saint Marcouf*, in latitude 49 deg. 29 min. 55 sec., longitude 3 deg. 29 min. west of Paris; the light situated on the fort, about fifty-five feet above the level of the sea, and may be perceived, in fine weather, at the distance of three leagues.

2. *Port Navalo*, on the right side of the entrance of the Morbihan; the light situated on the point, about 70 feet above the sea, and is visible in fine weather, at the distance of three leagues.

3. *Cape Ferret*, about one mile north of the entrance of the Basin of Arcachon, in latitude of 44 deg. 38 min. 43 sec., longitude 3 deg. 35 min. 15 sec. west of Paris; the light situated about 200 feet above the level of the sea, and visible at the distance of six leagues.

The above are on the Atlantic coasts. The following are on the Mediterranean, near the mouths of the Rhone:

4. *La Camargue.*—In place of the small light-house on the east bank of the entrance of the old Rhone, a new one, of the first order, with a fixed light, has been established on a tower, at the height of about 90 feet above the level of the sea, in latitude of 43 deg. 20 min. 30 sec., longitude 2 deg. 20 min. 30 sec. east from Paris; the light visible at the distance of six leagues.

5. *Port de Cassis*, in latitude of 43 deg. 12 min. 30 sec., longtitude 3 deg. 11 min. 40 sec. east from Paris, on the left side of the entrance of the port, 90 feet above the level of the sea; visible at the distance of three leagues.

6. *Port de la Ciotat.*—Another light on a tower at the end of the new mole, on the right side of the entrance of the port; in latitude of 43 deg. 10 min. 56 sec., longitude 3 deg. 16 min. 28 sec. east of Paris; visible at the distance of three leagues. This second light will prevent all possibility of mistaking Ciotat for Cassis.

THE ARTILLERISTS' MANUAL. By Captain F. A. GRIFFITHS.—We have already spoken in terms of sincere praise of this excellent little publication. It is, without exception, the best, cheapest, and most comprehensive military treatise we have met with, and we are accordingly not surprised to find that a demand for a second edition should have been created so soon. In preparing this enlarged edition of his work, Captain Griffiths has been induced to make such additions as to render it useful to all branches of the military service. He has, accordingly, included in it practical instructions on infantry exercise, on the care and preservation of ordnance, lacquering shot and shells, spherical case-shot, stores and combustibles, congreve rockets, field battery exercise and equipment, lasso harness, veterinary directions, interior management of a battery, embarking and disembarking field pieces, fireworks, mathematics, &c. These additions, which have considerably increased the bulk of the volume, have rendered it a complete encyclopædia of the subjects of which it treats. From the words "printed by authority," on the title page, we infer that Captain Griffiths's book has been adopted officially by the Master General, and if so, we can only add that the selection does honor both to his judgment and liberality.—*United Service Gazette.*

Military Intelligence.

1*st Dragoons.*—A company of one hundred dragoon recruits, under command of Major Graham, 4th infantry, and Lieut. Hallam, arrived at St. Louis on the Fulton, from Pittsburgh, and embarked on board the Malta for Fort Leavenworth.

2*d Infantry.*—The packet schooner Virginian, Captain Bedell, which left here several days since with a detachment of United States infantry, under command of Lieutenant Martin, of 2d infantry, from Old Point, bound to New York, put back yesterday on account of strong adverse winds.—*Norfolk Beacon, Nov.* 9.

NAVY.

ORDERS.

Nov. 2—Lieut. John L. Saunders, order to Macedonian revoked, and waiting orders.

Lieut. John Rudd, frigate Macedonian.

Midshipman John H. Parker, Naval School, Philadelphia.

Sailmaker William Ryan, Receiv. ship, Norfolk.

Sailmaker John Peed, frigate Macedonian.

Nov. 3—Passed Assistant Surgeon D. C. McLeod, order to sloop Yorktown revoked, and two months leave.

P. Mid. W. A. Wayne, acting master of the Levant.

P. Mid. G. H. Scott, detached from the Levant, and leave two months.

P. Mid. L. B. Avery, detached from the Levant, and leave three months.

P. Mid. Henry H. Lewis, Depôt of charts, &c., Washington.

Mid. W. H. Montgomery, frigate Constellation.

Nov. 4—Passed Assist. Surgeon W. L. Van Horn, sloop Yorktown.

Mid. E. A. Barnett, sloop Levant.

Mid. G. A. Stevens, sloop Concord.

Boatswain Edward Cavendy, sloop Yorktown.

Gunner Washington Bright, and

Carpenter Hugh Lindsay, sloop Dale.

Nov. 5—Lieutenant L. B. Newell, furlough five months.

P. Mids. W. R. McKinney and R. P. Lovell, to the schooner Flirt.

Nov. 6—Lieuts. J. H. Little and G. G. Williamson, Receiving ship, Norfolk.

Lieut. Joseph W. Jarvis, West India squadron.

Lieut. John Manning, sloop Levant.

Purser Thomas E. Norris, sloop Boston.

Assistant Surgeon Daniel L. Bryan, to take passage in sloop Concord, for duty in the Brazil squadron.

Mid. John P. Bankhead, sloop Concord.

Mid. R. H. Getty, Receiving ship, Norfolk.

Nov. 7—Mid. R. H. Wyman, sloop Concord.

Naval Intelligence.

U. S. VESSELS OF WAR REPORTED.

BOSTON, Nov 5.—Arrived yesterday, revenue cutter Hamilton, Josiah Sturgis, Esq., commander, from a cruise of twenty days, in which she visited Portsmouth, and most of the harbors in the bay; last from Barnstable; five hours to Rainsford Island roads. Put into Provincetown three times, in consequence of gales; carried away head-boards in a heavy sea; was detained inside Barnstable bar four days, having made several ineffectual attempts to get over the bar.

The U. S. sloop of war Preble, Comm'r Breese, arrived at Boston on Wednesday, 4th instant, from Portland. She is expected to haul into the dry dock, having got ashore on the Labrador coast, which may have injured her bottom.

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Officers attached to the U. S. brig Dolphin, at New York, bound for the coast of Africa, viz:

Commander, Charles H. Bell, Esq.; *Lieutenants*, James H. Ward, Timothy A. Hunt; *Passed Assist. Surgeon*, R. W. Leecock; *Purser*, John D. Gibson; *Acting Master*, Maxwell Woodhull; *Passed Midshipman*, R. D. Izard; *Midshipmen*, James J. Barry, Charles H. B. Caldwell, Peter Wager, Jun.; *Captain's Clerk*, Thomas N. Meeker.

DEATHS.

REVOLUTIONARY SOLDIERS AND PATRIOTS

On the 7th of November, 1840, at his residence in Coventry township, Chester county, Pennsylvania, Colonel CALEB NORTH, in the 88th year of his age. Colonel North was for many years a respectable merchant of the city, and at one time High Sheriff of the city and county of Philadelphia, and was at his death President of the Pennsylvania Society of Cincinnati. He retired a few years since to his farm in Chester county, the same neighborhood in which he raised a company, and went out as captain in the army of the Revolution; was distinguished by his bravery and prudence, and was promoted to the rank of lieutenant-colonel, which rank he held at the close of the war. In all the duties of life, whether as a father, a husband, a christian, or a friend, his conduct has been most exemplary. Dignified in his deportment, yet affable to all, his society was agreeable notwithstanding the infirmities of age. Thus has descended to the tomb, without a struggle or a sigh, surrounded by children and friends, and without an enemy in the world, one of the best of men, and the last of the field-officers of the Pennsylvania line of the army of the Revolution.

At New Brunswick, N. J., on Saturday last, Oct. 31, Captain DAVID ABEEL, in the 78th year of his age. He was an officer on board the Alliance frigate, under Commodore Barry, in the Revolutionary war.

In Grafton, New England village, Mr. THOMAS RICHMOND, aged 76.

In Conway, Massachusetts, Deacon JOHN AVERY, aged 82.

In Bristol, Mr. SAMUEL FULLER.

In Meredith, Mr. JONA. KELLY, aged 80.

In Put county, N. C., Dr. ROBERT WILLIAMS, a surgeon.

In Mercer, Maine, NAHUM BALDWIN, Esq., aged 78.

In Brimfield, Mass., Mr. CHRISTO. WARD, aged 88.

In Jeffrey, N. H., Mr. JOHN PUTNAM, aged 78.

In Hebron, N. H., Mr. ZERSHMEL BOWERS, aged 95.

In Hartford, Conn., ISAAC SPENCER, Esq., aged 81.

In Harwich, Mr. HEZEK. ROGERS, aged 89.

In Francestown, Mr. WILLIAM CAMPBELL, aged 80. He was at the battle of Bunker Hill; he was also in the army of Gates, and assisted in the taking of Burgoyne.

At Boston, Mr. JOHN FILLEBROWN, aged 83.

In Lenox, Mass., on the 3d instant, Mr. JOHN EELS, aged 87.

In Gt. Barrington, on the 25th ult., Mr. HUGH HUMPHREY, aged 91.

WILLIAM HEATH, Esq., one of the revolutionary worthies, died at Mount Desert on the 6th of September. He was born in the town of Hemstead, N. H., September, 1764. In the year 1779, he was severely wounded by a musket ball in a hard struggle of the American army. After faithfully serving as a soldier till the close of the war, in the year 1783, a term of four years, he was honorably discharged, as appears from his discharge, still preserved, signed by the commander-in-chief, George Washington, as also his badge of merit for four years service, signed by Major William Scott.—*Bangor Whig.*

In Pembroke, Maine, 30th ult., JACOB DUNBAR, aged 88, a native of Hingham, Mass., and a revolutionary pensioner. Mr. D. was a soldier in the old French war, and assisted in taking the Province of Nova Scotia from the French. He was often called to bear arms to defend our country from the ruthless savage, and as often obeyed the call. He was at the battle of Lexington, and there distinguished himself as a brave soldier and a lover of liberty. He was the father of eight children, four of whom reside in Calais, the others in Massachusetts. From the four residing here, he has lived to see thirty-six grandchildren, one hundred and forty great grand-children, and four great great grand-children. The number that has sprung from the four residing in Massachusetts is unknown.

In Industry, Mr. LEMUEL COLLINS, aged 82.

COLT'S PATENT REPEATING FIRE ARMS.

FOR SALE AT THE STORE OF THE PATENT ARMS MAN'G. CO.

No. 155 *Broadway, New York City.*

At retail, at the following prices, according to style and finish, viz: Rifles, with Equipments complete, and 2 Receivers, 8 charges each, $50 to 150.

Shot-guns and Carbines, with Equipments complete, 6 charges each, $40 to 100.

Boarding and Holster Pistols, with Equipments complete, and 2 Receivers, 5 charges each, $30 to 75.

Belt Pistols, with equipments complete, and 2 Receivers, 5 charges each, $20 to 50.

Pocket Pistols, with Equipments complete, and 2 Receivers, 5 charges each, $18 to 40.

If a quantity of arms is wanted, in amount above $500, the Company will make a handsome deduction in the above prices, and take in payment approved city of New York acceptances at 90 days. Sept. 3—1y.

EDWARD OWEN and EVAN EVANS, heretofore trading under the firm of E. OWEN & Co., have taken into partnership JOHN S. OWEN. The firm will hereafter be known as that of OWEN, EVANS, & Co. They feel grateful for the very liberal patronage with which they have been favored; at the same time that they have to request that all those indebted to them, call and settle the same, either by note or otherwise, without delay, as it is essentially necessary that the business of the late firm be closed.

OWEN, EVANS, & Co., Military & Naval Merchant Tailors, Pennsylvania Avenue (near Fuller's Hotel) Washington city, beg leave to state to their patrons of the army and navy, that by recent arrangements with a London Military and Naval Embroidery Warehouse they are enabled to make up uniforms in a style not surpassed by European manufacturers.

They constantly keep on hand, the following very superior articles.

Rich Gold Embroideries, Army and Navy
do do Epaulettes do do
do do Embroidered scales do do
Swords, Belts, & Knots, Army and Navy
Rich Gold Lace do do and Marine Undress Caps, new regulation,

With a full assortment of ornaments for the Staff, Topographical Engineers, Dragoons, Artillery, Infantry, &c.

Oct. 22—tf

MILITARY AND NAVAL ORNAMENTS.

B. DELAPIERRE, Importer and Manufacturer of Military and Naval Ornaments, and embroiderer in gold and silver, 90 Fulton street, New York, begs leave to tender his services to the Officers of the Army and Navy, in the line of his profession. Epauletts, and other ornaments, are there to be had of the best kind, and most substantial workmanship.

B. D. has imported from the most celebrated military clothing establishments in London, a small lot of the identical blue Silk Velvet, used in the British service for the corps of Topographical Engineers, a sample of which is deposited in the clothing bureau at Washington, and has been approved of by the chief of the corps. May 2—tf